

## **6.0 COORDINATION AND PUBLIC INVOLVEMENT**

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Public and agency involvement in the development of the Noise Compatibility Program (NCP) for the Airport's FAR Part 150 Study was integrated into the study process in a manner similar to that used to coordinate the development of the Noise Exposure Maps (NEMs) with the public. Meetings were conducted with the Planning Advisory Committee (PAC) to review and discuss the potential strategies and recommendations, followed by a public workshop to present study recommendations and to obtain public comment on Study recommendations. Additional coordination was carried out in the form of project newsletters, and newspaper advertisement to notify the public of upcoming study events, and links to study information via the City of Cincinnati's Department of Transportation and Engineering website. Public involvement efforts for the Airport's Master Plan have been prepared concurrently with the FAR Part 150 Study, with the exception of the public hearing which only addressed the recommendations of the NCP. Representatives of the City's Department of Transportation and Engineering and the Airport Management were available to meet with concerned citizens throughout the NCP planning process.

### **6.1 PLANNING ADVISORY COMMITTEE**

The PAC was formed to provide technical input and orientation on such issues as operational changes to reduce noise impacts, land use strategies, and other technical issues under evaluation in the study. The PAC was comprised of a wide range of Airport users and officials representing the cities and neighborhoods located within the Study Area near the Airport. The community members on the PAC serve as a conduit for input from community residents. **Appendix B** list the PAC members, **Appendices B1a - B1g Letters to Planning Advisory Committee Meeting Minutes/Sign-in-Sheets** list their meeting attendance throughout the Study as well as the Committee's meeting minutes. **Appendices B2a - B2g Letters to Planning Advisory Committee Members** records the letters to PAC members informing them of the location, date, time and tentative agenda of the next meeting. **Appendix B3 Planning Advisory**

**Committee Members Comments** notes PAC members' comments on the Part 150 Study and its process. **Appendix B4** notes the responses to PAC member comments.

Seven meetings were conducted with the PAC during the course of the FAR Part 150 Study for the Airport. The initial meeting held on April 17, 2002 introduced the consultant team, the Study purpose, its organization and schedule. The role of the PAC was discussed and goals and objectives developed. The noise monitoring activity was also explained as the basis to develop preliminary noise exposure contours. Past voluntary abatement procedures were shared with the next procedural steps of the FAR Part 150 Study. A question and response period followed. This is detailed in **Appendix B1**. The second meeting held July 10, 2002 summarized the first meeting's proceedings then demonstrated the Interactive Sound Information System. This system enabled the PAC to understand the established world standard for delivery of noise management information. A discussion of Aircraft Noise ensued and preliminary noise exposure contours deliberated. The number and location of noise monitoring stations were also discussed and selected. Comment cards were distributed and the Next Steps were mentioned to round out the meeting proceedings.

The third PAC meeting held on January 6, 2003 followed a similar format to previous meetings but focused mainly on the Land Use Base Map, the intricacies of undertaking Supplemental Noise Analysis and Metrics and the need for more lead time on the Study by community representatives. A question and response session followed before the meeting ended.

The fourth PAC meeting was held on June 17, 2003. It began with a review of PAC meeting #3 and outline of PAC meeting #4. This meeting kicked off the Noise Compatibility Program by sharing with the PAC representatives 16 preliminary alternatives the consultant developed for consideration. The preliminary alternatives were categorized as:

- Operational
- Preventative Land Use Management Controls
- Management/Administrative Procedures
- Other

Operational strategies included:

- Runway 3L/21R pilot training traffic pattern
- Alternation of the arrival/departure patterns.

**There are no existing residential units within the 65 DNL noise contour. However, the benefits of the land use strategies will be reduced in the future if further conflicts by residential development or if other noise-sensitive land uses occurs.** The Preventative Land Use Management Controls included:

- Lunken Airport Comprehensive Land Use Plan
- Airport Overlay Zoning
- Airport Development Zoning
- Coordination Agreements

Management and administrative strategies relate to the oversight and management of the Airport. Administrative strategy suggestions included:

- Pilot Communication
- Signage
- FAA/Airport Agreements
- Alterations to the Airport Facilities
- Extending Runway 3R by 899 feet would increase Runway 3R/21L
- Raising the ILS Approach Slope on Runway 21L from 3 degrees to 4 degrees
- Employment of Noise Abatement Officer
- Community Awareness Programs
- Airscene Tracking System

The basic criteria for developing and evaluating preliminary noise mitigation alternatives in the Study were: Safety, Feasibility, and Affordability. Of the 16 preliminary alternatives presented, three were rejected and the other 13 were to be further discussed with the affected stakeholders before approval. The three alternatives rejected were:

- Relocate Flight Training to Runway 7/25
- Curfews
- Remedial Land Use Controls

The recommended alternatives are discussed in Chapters 2.0 Recommended Operational Strategies, 3.0 Recommended Land Use Strategies, and 4.0 (Volume II) and those recommended are mentioned in Chapter 5.0 (Volume II). At this meeting, an extensive question and response session was held at the end of the meeting. Meeting minutes of all the PAC meetings are shown in **Appendices B1a – B1g**.

The fifth PAC meeting was held on April 1, 2004. There were 16 people in attendance. It began with a review of PAC meeting #4 and the accomplishments since PAC meeting #4. Several PAC members were dissatisfied with a time delay of approximately nine months between PAC meeting #4 and #5. Additionally PAC members were concerned with the insufficient PAC meeting notice for the fifth meeting. The PAC community representatives continued by listing several action items that they felt needed to be addressed.

The City of Cincinnati, alerted by the PAC, with these concerns recommended adding two (2) PAC meetings and to change the planned Part 150 Study public hearing from May 20, 2004 to June 17, 2004. The sixth PAC meeting will be held May 11, 2004 and the seventh to be held on June 1, 2004. Both meetings will be conducted at the H.C. Nutting Corporate Center on 611 Lunken Park Drive, Cincinnati Ohio 45226.

PAC meeting #6 was held on May 11, 2004. There were 17 individuals in attendance. It began with a review of PAC meeting #5 and a review of the responses to the action items noted in the previous PAC meeting #5. A review of the NCP strategies proposed for inclusion of the Part 150 Study and those strategies that seemed improbable for inclusion. Volume I, II and Appendices comments were requested and a review on the next steps deliberated.

## **6.2 PUBLIC INFORMATION**

Public information activities that were conducted during the preparation of the NEMs were continued during the formation of the NCP. Three workshops and a public hearing were conducted during the study. Public Workshop #1, conducted on November 25, 2002 at Mt. Washington Elementary School, 1730 Mears Avenue Cincinnati, Ohio 45230 focused on the

Study organization; the description of the Part 150 Study and its purpose; Existing Arrival/Departure Tracks and on the development of the NEMs. Input received from the public at this workshop is described in **Appendix C**. In **Appendix C1** responses to public comments are recorded. **Appendix C2** records public workshop #1 attendances.

The second workshop was conducted on July 15, 2003 at Ault Park Pavilion, 5090 Observatory Circle, Cincinnati, Ohio 45208, where the Noise Compatibility Program (NCP) and the criteria for developing the NCP was addressed. The Existing Land Use map, location of Noise Sensitive Facilities, Operational measures, Preventative Land Use procedures and the Management/Administrative strategies were presented. Input received from the public at this workshop is described in **Appendix D**. In **Appendix D1** responses to public comments are recorded. **Appendix D2** records public workshop #2 attendances.

The third public workshop will be held on May 20, 2004 at the Ault Park Pavilion, 5090 Observatory Circle, Cincinnati Ohio 45208. The recommendations and results of the benefits of the FAR Part 150 Study will be presented. After comments from the PAC meeting #5, the City revised a new date for the public hearing. The public hearing will be held on June 17, 2004 at Sands Montessori School located at 6421 Corbly Road, Cincinnati Ohio 4530 in the community of Mt. Washington to obtain formal public comment regarding the findings of the FAR Part 150 Study. Input received from the public at this workshop is described in **Appendix E**. In **Appendix E1** responses to public comments are recorded. **Appendix E2** records public workshop #3 attendances.. **Appendix J** contains the public hearing transcript held on June 17, 2004.

Residents of the Airport area neighborhoods were encouraged, through project newsletters and media notices, to attend these public workshops and the public hearing to provide their comments and input on the study. Comments registered by those who attended the public workshops have been made a part of the FAR Part 150 Study technical report, and residents' questions and concerns were incorporated into the study analysis where appropriate.

**6.2.1 Public Workshop #1**

The first public workshop was held on November 25, 2002 at Mt. Washington Elementary School, east of the Airport. Residents expressed concern over the increased noise coming from the Airport, especially night-time noise and the fear of the Airport future expansion. Residents also indicated that pilots at the Airport are not adhering to the “Fly Neighborly” Program. The comments submitted at this workshop and by mail thereafter are included in **Appendix C**.

**6.2.2 Public Workshop #2**

Approximately 100 people attended the second public workshop on July 15, 2003 at Ault Park in Mount Lookout. Sign-in sheets for this workshop, as well as the comment sheets are included in **Appendix D** sections. The format for the workshop included two sections. One section had an “open house” format with display boards and representatives from the City and PB Aviation available to explain the information on each display board. The other section of the workshop had a continuous running PowerPoint presentation supported by an audio recording that explained the Airport FAR Part 150’s history and a brief re-cap of the first public workshop for those who were unable to attend. Residents expressed concern over the strategies to reduce noise and had questions why certain strategies were not mentioned. For example, some residents questioned why “hush houses” were not considered to alleviate aircraft run-up noise. Residents again expressed concern over the pilots at the Airport not adhering to the “Fly Neighborly” Program.

**6.2.3 Public Workshop #3/Public Hearing**

On May 20, 2004, the public information workshop will take place for the FAR Part 150 Study for the Airport. The public hearing will take place on June 17, 2004 at Sands Montessori School. The workshop will provide attendants with background information on the findings and recommendations of the FAR Part 150 Study.

Representatives from the project team will be available at the workshop to answer questions.

Copies of the draft technical report (Volumes I and II) will be available for viewing in public libraries at:

- Mt. Washington
- Hyde Park
- Oakley
- Madisonville
- Mariemont
- Anderson
- Ft. Thomas, Kentucky

The notice for the public hearing was advertised 30 days prior to the public hearing via the City's noise abatement website and several additional notices were advertised through the local media prior to the hearing date.

At the hearing and workshop, residents expressed concern over

[REDACTED]

[REDACTED]

People were given a choice of how to provide comments. They could speak during the public hearing, submit written comment cards, or send letters to the City Department of Transportation before [REDACTED]. The public hearing transcript and written comments received from the hearing/workshop are included in **Appendix J**. Only [REDACTED] people attended the hearing. [REDACTED] residents spoke at the public hearing, and the City Department of Transportation received [REDACTED] written comments from this public hearing and workshop.

**6.3 STUDY NEWSLETTER**

In order to disseminate information regarding the FAR Part 150 Study its process, and its findings, the City of Cincinnati and the Airport distributed the Airport “Flying Neighborly” newsletter to residents close to the Airport and to any interested parties. The newsletters served to provide the public with information on the recommendations resulting from this FAR Part 150 Study and to invite the public to the public workshops and public hearing. The first newsletter was sent on in the fall of 2002, to 5,000 adjacent properties, the second newsletter was distributed in the spring of 2003 to 50,000 adjacent properties, and the third and final newsletter was sent out in spring of 2004 to 5,000 properties.